



REDDING TRIBAL LISTENING SESSION – MEETING NOTES

Monday, March 21, 2016

Tribal Participants:

1. Herb Quinn – Pit River Tribe
2. Tony Hayward – Redding Rancheria Tribal Council
3. Bill George – Pit River Tribe
4. Brandi McDaniels – Pit River Tribe
5. Morningstar Gali – Pit River Tribe
6. J. Hayward, Sr. – Pit River Tribe/Wintu/Yana
7. Radley Davis – Redding Rancheria

Caltrans Participants:

1. Tyler Monson, Office of Freight Planning, Caltrans
2. Lonora Graves, Branch Chief, NALB, Caltrans
3. Andrew Cook, Department of Transportation, Caltrans
4. Mark Barry, Department of Transportation, Caltrans

Other Participants:

1. Kelly Kirby, Air Resources Control Board
2. Alisa Reynolds, Cultural Resources Manager, High Speed Rail
3. Annie Parker, Public Information Officer, High Speed Rail
4. Stephanie Lucero, Center for Collaborative Policy

Information Packets (provided to participants):

- Agenda
- 2018 Ca State Rail Plan Tribal Listening Session PowerPoint Presentation
- California Sustainable Freight Action Plan Tribal Listening Session PowerPoint Presentation
- High Speed Rail Tribal Listening Session PowerPoint Presentation
- 2018 Ca State Rail Plan Fact Sheet
- 2018 Ca State Rail Plan Timeline and Contact Flyer
- California Sustainable Freight Action Plan
- California Sustainable Freight Map
- Governor's Executive Order on Sustainable Freight
- CA High-Speed Rail Program Overview Fact Sheet
- CA High-Speed Rail Section 106 Programmatic Agreement (PA)
- CA High-Speed Rail Fact Sheet regarding proposed Section 106 PA Revisions

Highlights and Themes:

- More information needed demonstrating how the various rail systems work together.
- Recommendations to improve Section 106 compliance.
 - The need for tribal cultural monitors at any sites where ground disturbances occur.
 - Ensuring that new state rail systems do not impact cultural resources or landscapes.
 - Outreach and Section 106 Consultation.



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- The environmental and safety considerations that are recommended when analyzing rail networks and corridors.
- Safety issues regionally pertaining to derailments and grade crossings.
- The role of 2018 California State Rail Plan in increasing compliance with safety standards by private freight operators.
 - Need for greater clarity on how to address, identify and enforce standards against private freight operators (i.e. ensure they follow policies and guidelines set by state and federal agencies and plans to protect public safety).
- Increased access to passenger rail systems to improve economic development.

1) Introductions and Welcome – Radley Davis and Lonora Graves

- Mr. Radley Davis opened the meeting with prayer and thanked the Tribe for their hospitality.
- Ms. Lonora Graves thanked Redding Rancheria for their hospitality in hosting this Listening Session and conducted introductions, reviewed the agenda, meeting format and materials.
- This is the 1st Listening Session held throughout the State. The 2018 California State Rail Plan (Ca. State Rail Plan) in particular is very early in the process and this is one of the first open meetings to discussion that Ca. State Rail Plan. There will be 3 sessions in total including San Diego and Sacramento. The Sacramento Session includes a webinar component.
- Participants were informed that there is an audio recording of all question and answer sessions and the full discussion during the listening session. Transcripts will be prepared for those portions of the listening sessions. Likewise, a video recording of the Sacramento listening session will be available to view for those interested in hearing presentations again or reviewing details.
- Ms. Graves reviewed how each of the programs and plans being discussed today are connected with the California Transportation Plan (CTP) and meetings that Caltrans has had with Tribes in previous years.
- This listening session was designed to respond to requests from tribes to coordinate outreach among similar agency efforts or programs.
- Feedback from this session will build on those earlier plans and discussions and will be incorporated into the Ca State Rail Plan, the California Sustainable Freight Action Plan, and the California High-Speed Rail (HSR) Section 106 Programmatic Agreement.

2) Presentation on the 2018 California State Rail Plan – Andy Cook

- Completion on the Ca. State Rail Plan will be reached by 2018.
- Ca. State Rail Plan differs from other statewide plans in that the infrastructure is owned primarily by private rail owners.
- The Ca State Rail Plan is a more complicated process based on coordination among these private owners, public stakeholders and other plans.
- The Ca. State Rail Plan is a series of statewide plans that are prepared with input from the California Transportation Plan (CTP). That's a statewide policy document for transportation that shapes and informs development of regional transportation plans which included a list of projects that are proposed for funding.



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- The Ca. State Rail Plan is a strategic planning document for the entire freight and passenger rail network. Specific implementation of plan, decisions and actions are generally deferred to individual rail operators, which includes the California HSR Program. Ca. State Rail Plan received numerous comments on the HSR Program. This provides an example of the relationship between the Ca. State Rail Plan and individual rail operators like the HSR Authority.
 - The California HSR Authority which develops a business plan
 - Ca. State Rail Plan references and reviews the HSR business plan. This is incorporated into the Ca. State Rail Plan.
 - Then the HSR Authority is responsible for project development and construction actions as well as project specific environmental reviews through CEQA, and NEPA, and then cultural resources preservation considerations.
- The Ca. State Rail Plan is updated every four years to establish a vision for prioritizing state and federal investment in the passenger and freight rail network in the state. This plan provides a basis for capital project funding for the Federal Railroad Administration (FRA) as well as other statewide strategic and policy planning.
- The Ca. State Rail Plan is based on FRA guidance and includes:
 - Rail Investment Program, which includes:
 - Short-term of four years, project specific level
 - Long-term vision program, general corridor level.
 - Program effects analysis (economic, environmental and community)
 - Incorporation of output from the state's Network Integration Strategic Service Plan, which is a passenger rail planning initiative being coordinated by Caltrans with the California State Transportation Agency.
- State rail planning includes consideration of both passenger and freight rail systems within the state.
- The 2018 CA State Rail Plan focuses on identifying a statewide network that integrates high speed, conventional intercity, connecting intercity bus and commuter rail with time connections at hub transfer points and careful consideration of connections to local and regional transit systems.
- Corridor passenger rail planning initiative
 - Efforts include identifying the state and freight corridors and how they connect.
 - The network integration process involves identifying the networks of high-speed rail, bus service and community transfers.
 - The rail program provides a better transportation system.
 - The San Joaquin will connect to other systems at hub stations.
- The Ca. State Rail Plan also looks at freight. This includes multiple focus areas:
 - Trade corridor improvements.
 - Includes capacity improvements in dense corridors where there are opportunities to separate freight and passenger lines.
 - Economic Development and Short lines.
 - Includes expanding freight access to growing industries.
 - Grade crossing improvements to increase safety.
 - Terminal and yard capacity to reduce truck trips and decrease pollution near ports.



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- The Ca. State Rail Plan update is ambitious in terms of coordination and integration of statewide services, requiring robust outreach.
- The Ca. State Rail Plan started out with:
 - Outreach to the Native American Advisory Committee.
 - Establishing a Stakeholder Advisory Committee (including three seats for Native American Tribal Chairman Associations from North, South and Central California),
 - Statewide survey,
 - Ca. State Rail Plan Website (with Native American Tribes section), and
 - Initiation of early government to government consultation with Tribes.
 - Additional invitations to consult will be sent prior to release of the Draft Ca. State Rail Plan.
- During the 2013 Ca. State Rail Plan Tribes shared the following issues:
 - Early consultation and communication on State Rail Plan activities.
 - Protection of cultural sites is important in planning for the future rail network and new rail lines.
 - Access to passenger rail services is important.
 - Rail plans must be coordinated with Native American Transportation Plans.
 - More information on the connection between the State Rail System and HSR is needed.
 - Environmental impacts associated with passenger and freight lines.
- The Ca. State Rail Plan will include a section on Native American concerns and how the plan can address those concerns.
- The public survey had 2100 responses, including responses from Native American Tribes. Key themes and issues from that survey were:
 - Rail is important for commuting.
 - The most popular rail systems are BART and Amtrak, pointing to the need to coordinate connections between intercity rail and regional transit systems.
 - People like to use rail because it's convenient, however, train schedules are not convenient currently.
 - Expanding coverage is the most improvement to make, and
 - Grade separations should be the highest priority.
- The Ca. State Rail Plan is currently in the visioning process and the technical analysis for the rail plan, which is expected to be finished early this summer.
- The plan is coordinated with the HSR business plan which has been released for public review and that'll be completed in May of 2016.
- The Draft Ca. State Rail Plan will be developed and reviewed over the course of this year with release of a public draft document in March of 2017. Public comment period for the rail plan will be open between March and April of 2017.
- The Ca. State Rail Plan will then make revisions to the draft and review the document with federal and state partners.
- The Ca. State Rail Plan is expected to be complete by early 2018.

Questions, Answers and Comments



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- *Some Tribes are interested in the economic development opportunities associated with industries and rail lines near tribal territories.*
- *Grade crossings and tribal roads were identified as a safety issue for further discussions.*
- *Derailments are also a major issue for the rail systems near Pit River Tribe's territories.*
- *Question: Does the Ca. State Rail Plan address the environmental impacts experienced by people living near railways?*

Answer:

- *Yes, the Ca. State Rail Plan will address the impacts of the expansion of the rail network by including an assessment of project effects that includes environmental issues, pedestrian impacts of including the rail system, industries served by short-line railroads and freight transport.*
- *In terms of tribal engagement the Ca. State Rail Plan will include a section specific discussing tribal issues and how the rail plan can address those.*
- *In assessing whether to expand rail lines, participants recommend evaluating the environmental concerns and the cultural resources issue. This would include looking at water resources, potential for pollution, plants, medicines, and similar cultural items. There might be economic drivers to add rail lines, but they may result in negative impacts to the tribes in terms of cultural resources. Participants recommended that outreach and analysis of these considerations should include both federally and non-federally recognized tribes.*
- *Question: Does the Ca. State Rail Plan only look at new rail lines going in?*
 - *Answer: Not only new rail lines. The Ca. State Rail Plan looks at the whole system and where there are opportunities to provide more service and how to do that more cost-effectively.*
- *Question: How does the Ca. State Rail Plan do its environmental impact assessment?*

Answer:

 - *Ca. State Rail Plan provides a broad framework, including long-term service goals and short-term projects. The long-term service goals look at transportation corridors to prioritize funding. However, the decisions on types of services provided, design, engineering construction, implementation of improvements are all up to the individual operators. These need to follow environmental reviews.*
 - *Caltrans recommended that tribes focus engagement on long-term programs to see what is intended in terms of analysis, and for short-term projects identify the individual operators.*

3) Presentation on the California High-Speed Rail Project: Programmatic Agreement for compliance with Section 106 of the National Historic Preservation Act. – Annie Parker & Alisa Reynolds

- HSR helps us meet the state's pretty ambitious air quality and sustainability goals such as AB 32 and SB 375 by getting people out of their cars and out of planes, and then the alternatives are costly.
- Phase 1 of the HSR Program is 520 miles, and is currently under construction.
 - This goes from San Francisco area to the L.A. area.



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- Phase 2 are extensions to Sacramento and San Diego. There is also a proposed extension with Express West.
- There are a lot of connections that need completed to ensure that this backbone of passenger rail in California connects with existing systems so it's useful for everybody.
- HSR is working on environmentally clearing from San Francisco about to the Central Valley.
- This is a blended system so there is integration with existing passenger rail systems in the area. HSR is also looking at:
 - Going into the Transbay Transit Center in San Francisco, a station in San Jose, the Diridon Station.
 - Connecting with SFO and Millbrae and then developing a station in Gilroy.
- HSR Authority has a 30 percent small business participation goal. That includes construction that includes right of way, it includes public relations.
 - There are about 266 certified small businesses working on the program.
- HSR is creating jobs, they have over 200 workers currently dispatched in the Central Valley doing construction work. HSR is also working with the local workforce investment boards to get people into training. And these are apprenticeship jobs that will carry over from HSR.
- Before achieving these benefits, HSR must complete environmental reviews, including compliance with National Historical Preservation Act, Section 106
- HSR executed a Section 106 Programmatic Agreement in July 2011. At that time the HSR project was focused more on planning, but HSR now seeks to revise the programmatic agreement to be more consistent with the HSR project delivery focus now.
- Currently environmental review is occurring on Phase 1, from San Francisco down to Los Angeles and Anaheim, whereas Phase 2 environmental review is not programmed at this time.
- A major challenge for the high-speed rail program has been lack of access to private property along the alignments to conduct the environmental technical field studies, including pedestrian archaeological surveys.
- While HSR conducts literature research, consults with the Native American Heritage Commission, and consults with Tribes directly to identify important cultural resources, pedestrian field surveys are critical for ground-truthing what resources may exist in the project area.
- Due to limitations in access to the land, the cultural resource surveys may happen later in the overall review process, closer to when actual construction occurs.
- Therefore early input from the tribes is key to identifying resources early to record, evaluate, and take measures to avoid; and also, due to lack of access HSR is in a position where resource identification occurs in the late stage of the project, when the train alignment is already set making avoidance difficult. Thus, it is important to collaborate with the tribal community early to identify treatment and mitigation for effects to historic properties that cannot be avoided.
- HSR is working with tribal communities to identify more meaningful options for mitigation.
- It is important that tribes identify whether the HSR alignment will fall within their ancestral tribal territories and notify HSR if the tribe is interested in the cultural resources investigation process.
- The current Section 106 Programmatic Agreement specifies how HSR will conduct outreach and consultation with Tribes.



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- *Question: Is HSR going to be built near Pit River Territories? Where is construction starting?*
Answer:
 - *The furthest north that HSR will go is San Francisco and Sacramento.*
 - *CA. State Rail Plan focuses on the connections to that HSR network and how to tie those different travel markets together.*
- *Question: Is HSR just putting in really fast trains on older lines.*
 - *Answer: No, HSR is all new lines. The Ca. State Rail Plan looks at how to connect existing passenger routes to those new HSR systems.*
- *Question: How does HSR identify sensitive areas for cultural resources?*
 - *Answer: Every section of planned HSR construction has an archeological sensitivity plan, a monitoring plan drawn up as part of the memorandum of agreement (MOA). Tribes have input in what those sensitive areas are (spiritual area, ethnographic area, etc.). Those are mapped out as well using historic data, historic streams and where potential sites might be found. A combination of information is used to identify areas that are considered sensitive or highly sensitive. All sensitive and highly sensitive areas have tribal and archeological monitors during ground disturbances.*
- *Question: There are many areas that may have cultural resources, but may not be identified through your plan. Would it be that expensive to ensure there are cultural monitors at all ground disturbances? Isn't it just one person? Hiring enough cultural monitors to support all ground disturbances would be an economic development opportunity for tribes in the area.*
 - *Construction is going simultaneously in multiple places, sometimes over ten, fifteen, twenty miles. That would require a number of cultural monitors. When it's a sensitive area monitors are there when that equipment is digging or grading, but your recommendation is fair feedback.*
- *Question: Is HSR buying private and agricultural land for these new rail systems?*
 - *Answer: Sometimes, when those parcels are needed.*
- *There are a lot of Wintu people in this area, and if you look at older maps it will show that they did live near San Francisco.*
- *Participants discussed that Tribes are asked and required to serve as cultural monitors to protect cultural resources, but they are not paid for their work much of the time.*

4) Presentation on the California Sustainable Freight Action Plan – Tyler Monson

- The presentation materials today are abridged from public presentations occurring in January and February. The full presentation is available both here today and on the California Sustainable Freight Action Plan (Action Plan) website.
- Joining Caltrans today are agency staff from California Energy Commission and Air Resources Board to answer any questions about activities they're providing in the Action Plan.
- Freight transportation and supporting industries make up one third of the state's economy.
- There are also many laws and directives addressing greenhouse gas reductions in the state as a whole, which is impacted by freight transportation.



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- Governor Jerry Brown issued executive order B 32 15 in July of 2015, identifying a transition to a more efficient and less polluting freight transportation system as an important policy objective for the state of California. The executive order calls for:
 - An integrated action plan by July, establishing targets;
 - Including state policies, programs and investments to meet the targets; and
 - Include corridor level freight pilot projects that will demonstrate progress towards a sustainable freight transport system.
- The secretaries for transportation, environmental protection and natural resources are creating this Action Plan.
- There are a number of state agencies and plans that are integrated into the Action Plan, including the California Freight Mobility Plan which deals with infrastructure and many aspects of the freight supply chain.
- The Action Plan is a first step in a multi-decade iterative approach.
- Action Plan creation is at an extremely accelerated schedule, working to meet with a broad group of stakeholders including the California Freight Advisory Committee which includes representatives from ports, rail, trucking, the various associations, tribal members and environmental organizations.
- The Draft Action Plan is anticipated to include the following components;
 - The 2050 vision in guiding principles which established a long term vision for California's future freight transport system,
 - Targets for 2030 to guide the state's progress,
 - Potential state agency actions to help achieve progress towards the 2030 targets, and
 - Freight efficiency strategies to improve the ability and move cargo with less environmental impact.
- A multiagency team developed a statewide vision for the sustainable freight transportation system and guiding principles to prioritize state resources to support the actions. The main components are:
 - Modernizing the freight system,
 - Providing for climate change resiliency, and
 - Prioritizing for zero emission equipment wherever feasible and near zero emission equipment everywhere else.
- The draft targets are for 25 percent efficiency by 2030. This is consistent with Caltrans' goal of 10 percent system efficiency by 2020.
- Metrics utilized include gross domestic product over the CO2 equivalent, which is really a proxy for greenhouse gas emissions. These metrics consider the values of goods and services relative to the amount of greenhouse gases they produce.
 - It was designed to acknowledge the role of business profit margins and promote low carbon economic growth in line with the state's carbon goals.
 - In the past, GDP and greenhouse gas emissions have been closely correlated as freight is moved throughout the state.
- The goal is to decouple the freight economy from this reliance on diesel fuel and move more freight using existing infrastructure.

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- To measure progress towards the technology target, staff will use vehicle and equipment counts, tracking both zero and near zero emission freight technologies as introduced into service across the various freight sectors.
- This includes locomotives, trucks, cargo handling equipment, forklifts, oceangoing vessels that dock at ports, and refrigeration units.
- 70 potential actions have been identified for inclusion in the Action Plan. Not every measure will advance all three target priorities, the sweep of agency actions taken as a whole will. These Actions are categorized as follows:
 - Increase system efficiency using ITS connected vehicles and other solutions.
 - Accelerating the use of clean vehicle and equipment technologies.
 - Focusing infrastructure planning and investments on providing modern freight corridors, and
 - Local economic and workforce development opportunities to operate new vehicles.
- Many of these carry over from existing plans and others are new concepts based on review of gaps in the state's existing strategies and from outreach conducted so far.
- The Action Plan also identifies a number of pilot projects. An example of those include:
 - A food consolidation distribution hub in Northern California.
 - A set of strategies for addressing urban freight delivery in the Bay Area.
 - A dairy biogas production and fueling facility for freight trucks in the San Joaquin Valley.
 - Development of a truck only lane in Southern California to facilitate the use of advanced technologies.
 - Dedicated clean truck fast lane at the U.S. and Mexico border to reduce the miles long queue of trucks waiting to enter California at the border.
- State agencies anticipate gathering additional information about these pilot projects through coordination with the people that have submitted them and also areas throughout the state where they might be implemented.
- Assessing the economic impact of the actions of the Action Plan is a vital component.
- A two-step process will be used to assess the impacts.
 - First, the cost and benefits of individual actions, and
 - Second is to look at broadly how those actions taken as a whole will affect the state's economy.
- The next step is the release of the draft plan in the spring of 2016.
- Tribes are invited to consult until the draft Action Plan is completed.
- The final plan is anticipated for submittal to the Governor's office in July 2016.

General Discussion

- *Question: Are the Indian Reservation Roads program, Tribal Transportation Plans (TTPs), and Ca. State Rail Plan related? If so, how does that play into the TTPs?*

Answer:

- *IRR informs the TTPs with Ca. State Rail Plan will review in developing the DRAFT Ca. State Rail Plan*
 - *NALB will coordinate with Ca. State Rail Plan on accessing those TTPs.*

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- Integration of TTPs with rail systems will vary regionally.

Cultural Resources

Participants shared the following comments and recommendations:

- Awareness of AB 52 and its relevance to state agencies and programs is increasing, with a greater desire and demand by agencies to coordinate and communicate with tribes.
- Economic development considerations for HSR should include paying for cultural monitors on all cultural sites, not limited to sensitive areas.
- Tribes may have interest in areas far from their current territories or Rancherias, so it is important to provide wide outreach on possible new rail lines or assessing the impact of new rail lines.
 - Outreach should be sent to federally and non-federally recognized Tribes.
 - If lands have not previously been developed, sacred and cultural sites may not be identified.
 - Some Tribes are hesitant to identify cultural and sacred sites on maps. Participants expressed concern that without cultural monitors at all areas, the existing HSR process may leave these sites at risk during ground disturbances.
 - The MLD list from NAHC may not include all interested tribal people.
- Question: What is the process for consultation when there are overlapping tribal territories?
 - Answer: HSR sends letter to all Tribes with identified sites of concern and consults with them all.

Safety and Environmental Issues

Participants shared the following comments and recommendations:

- Grade Crossings are a significant issue in the region including location and maintenance.
- The state has a grade crossing funding program to improve those conditions and the Ca. State Rail Plan is looking at how to construct grade separations to eliminate conflicts. The Ca. State desires input on how to prioritize those resources.
- Derailments were a continuous discussion point in terms of:
 - Proximity to tribal communities.
 - Concerns over exposure to hazardous/dangerous substances being transported.
 - Possible environmental impacts to watersheds due to the proximity of rail systems to important waterways.
- Caltrans recommended that participants speak to the California Freight Advisory Committee to report on derailment, fuel transportation, and potential environmental impacts within the region.
 - Participants sought additional information and resources to enforce existing laws on interstate transportation of fuel, maintenance policies, etc.
 - The ADBPP Biodiesel project was referenced as an area of concern due to its reliance on freight.
- The Ca. State Rail Plan will evaluate the effects of rail investment and needs, including safety and implementation of positive train control, capitalized maintenance, and better maintenance of right-of-way.



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Rail Investment Recommendations

Participants shared the following comments and recommendations:

- *Investments should not negatively impact cultural resources or environmental resources (waterways, bird and fauna migration areas, and other habitats.)*
- *Installation of more automated train control mechanism could increase safety by reducing incidence of derailments.*
- *Increased access for pedestrian travel*
- *Increased coordination of freight lines with tribal manufacturing and transportation industries.*
- *Emergency response to derailments as well as access for response, maintenance and repair of rail systems for maintenance were factors to consider in evaluating rail investments).*
- *Consistent rail maintenance and repair*
 - *Incorporate policies for regular maintenance (best management practices)*
 - *Track maintenance and repair of systems.*
- *Participants referenced issues with the Tribal Consultation and Section 106 compliance on implementation of Positive Train Control implementation. Participant felt issues brought up in listening session should be shared with those implementing Positive Train Control systems in California.*
- *Ca. State Rail will address maintenance best practices, how it needs to be done, when it needs to be done, and other best practices.*
 - *Individual operators and railroads are responsible for doing maintenance, but Caltrans is involved in funding capitalized maintenance.*
 - *The Ca. State Rail Plan priority is to invest in railway infrastructure in ways that ensure safety and mitigate negative impacts on local communities and the environment. This includes freight service in sensitive areas.*

Outreach

Participants shared the following comments, recommendations, and questions:

- *Question: Was the total tribal response to the Ca. State Rail Plan survey of the 2,100?*
 - *Answer: Approximately 10 tribal responses of the 2100.*
- *Question: Were those Tribes federally recognized or non-recognized*
 - *Answer: The Survey's did not distinguish between the two.*
- *Question: Were non-federally recognized Tribes notified of these Listening Sessions?*
 - *Answer: All Tribes on the District Native American Liaisons contact list were notified of these meetings.*
- *Tribal representatives recommended that future information regarding new rail networks be shared with NAHC lists and National Historical Preservation Act cultural resource professionals.*
- *Letters to Tribes for outreach should be copied to environmental coordinators and Tribal Historic Preservation staff.*

5) Next Steps – Stephanie Lucero



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- There are two other listening sessions scheduled in San Diego and Sacramento. The Sacramento session is a webinar,
- We will post a copy of the meeting packet to the 2018 California State Rail Plan website.
- There are also links to the programs and projects referenced here today to provide additional comment. These meeting packets also include email contact information for 2018 California State Rail Plan, Sustainable Freight Action Plan, and HSR.
- These listening sessions are not government to government consultation, but the 2018 California State Rail Plan did issue invitations to Tribes to consult at this early phase of the 2018 California State Rail Plan development. They are seeking input prior to developing a draft plan.
- The 2018 California State Rail Plan will issue additional invitations to consult once the draft plan is closer to completion.
- Meeting highlights and Transcripts of the question and answer and listening session portions of this webinar will be posted to the 2018 California State Rail Plan upon completion.